

CITY OF SAN JOSÉ, CALIFORNIA  
Department of Planning, Building and Code Enforcement  
801 North First Street, Room 400  
San José, California 95110-1795

Hearing Date/Agenda Number  
P.C. 06/12/2002 Item 3.d.

File Number  
PDC 02-018

Application Type  
Planned Development Rezoning

Council District  
7

Planning Area  
South San Jose

Assessor's Parcel Number(s)  
497-59-026;025; 497-23-013

## STAFF REPORT

### PROJECT DESCRIPTION

Completed by: Anastazia Aziz

Location: Southwest corner of Lewis Road and Wall Street

Gross Acreage: 4.47

Net Acreage: 4.47

Net Density: 41DU/AC

Existing Zoning: LI Light Industrial & IP  
Industrial Park

Existing Use: Light Industrial

Proposed Zoning: A(PD) Planned  
Development

Proposed Use: Single-Family Attached Residential and Multi-family Attached  
residential

### GENERAL PLAN

Completed by: AA

Land Use/Transportation Diagram Designation  
High Density Residential (25-50 DU/AC)

Project Conformance:  
☒ Yes ☐ No  
☒ See Analysis and Recommendations

### SURROUNDING LAND USES AND ZONING

Completed by: AA

North: Industrial Park

IP Industrial Park

East: Single-Family residential

A(PD) Planned Development

South: Single-family residential

A(PD) Planned Development

West: Light Industrial

LI Light Industrial

### ENVIRONMENTAL STATUS

Completed by: AA

☐ Environmental Impact Report  
☒ Draft Negative Declaration circulated for public review May 21, 2002

☐ Exempt  
☐ Environmental Review Incomplete

### FILE HISTORY

Completed by: AA

Annexation Title: Monterey Park No. 64

Date: January 30, 1973

### PLANNING DEPARTMENT RECOMMENDATIONS AND ACTION

☒ Approval  
☐ Approval with Conditions  
☐ Denial  
☐ Uphold Director's Decision

Date: \_\_\_\_\_

Approved by: \_\_\_\_\_  
☐ Action  
☒ Recommendation

### APPLICANT/DEVELOPER/OWNER

Richard R. Rolla & Genevieve C. Rolla  
Anthony Ho, ROEM  
Trustees of the Rolla 1975 Turst  
1895 Dobbin Drive

Daniel J Caputo and Dorothy J. Caputo

Trustee of the Daniel J. Caputo and Dorothy J. Caputo 1987 Revocable Trust

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**PUBLIC AGENCY COMMENTS RECEIVED****Completed by: AA**

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**Department of Public Works**

See Attached Memoranda.

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**Other Departments and Agencies**

See attached memoranda from Fire Department, Police Department, Environmental Services Department, Parks, Recreation and Neighborhood Services and Valley Transportation Authority.

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**GENERAL CORRESPONDENCE**

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None received.

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**ANALYSIS AND RECOMMENDATIONS**

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**BACKGROUND**

The applicant, ROEM Development, is requesting a Planned Development Rezoning from LI Light Industrial and IP Industrial Park to A(PD) Planned Development to allow the development of up to 16 single-family attached market-rate townhomes and up to 160 multi-family attached residential units (of which 80 % will be affordable) for an overall density of 41 DU/AC on the subject property. An affordability agreement will be executed for the 80 % of the multi-family attached units prior to approval of a Planned Development Permit.

The project site is located on the southwest corner of Lewis Road and Wall Street on an approximately 4.47-acre site. The subject site contains three structures, which include a two-story house, office structure and a maintenance shop/warehouse building currently occupied by Can-am Construction. The remainder of the site consists of an industrial truck and equipment storage yard where large spools of industrial wires, tubing, and pipes are stored. The site is primarily paved, except the southeastern area. The only vegetation on the site is limited to a few trees along Lewis Road.

Surrounding the site are single-family residential uses to the east and south, including a new single-family detached courthome development, and office and light industrial uses to the west and the "Lewis Road Industrial Park" to the north. Farther northeast, on Lewis Road, is an older trailer park and to the northeast is an unpaved truck, trailer, and boat storage yard that is surrounded by a chain link fence.

The Valley Transportation Agency (VTA) operates Bus Nos. 66, 68, 304 & 305 along Monterey Highway and Bus No. 73 operates along Senter Road. Both Monterey Highway and Senter Road are within walking distance of the subject site, although the sidewalk on Lewis Road is discontinuous.

**Project Description**

The proposed 16 townhouses are grouped in six buildings aligned perpendicular to Wall Street. The buildings reach a maximum height of 40 feet. Six units immediately adjacent to Wall Street have pedestrian access via front entries and the remainder of the units are accessed by three pedestrian walkways that connect Wall Street with the adjacent proposed multi-family attached units. A total of three shared driveways from Wall Street provide vehicular access and guest parking. Each unit proposes approximately 300 square feet of private open space, and the project includes a total of approximately 2,400 square feet of common open space. Two covered parking spaces in the form of garages are provided for each unit and on-site guest parking in the form of surface parking stalls is incorporated in the design. The proposed architecture for the townhomes is Spanish/Mediterranean with tile roofing material, stucco and wrought iron accents.

The proposed 160 multi-family attached units have frontage on Wall Street and are contained in a four-story podium style building with underground and surface parking. The project includes approximately 60 square feet of private open space per unit, and common open space including a pool, deck and rose garden/grass area. The project proposes a three-story building at the center of the open space area. The central building will contain nine units and be the same height as the surrounding building.

The conceptual architecture for the multi-family attached units is also Spanish/Mediterranean and the project proposes using materials similar to the townhomes. One driveway via Lewis Road will provide access to the surface parking and podium parking garage. The driveway will bisect the site, separating the four-story podium project from the adjacent townhomes. All parking for both the townhomes and podium project will be contained and accommodated on the site.

**PUBLIC OUTREACH**

A community meeting for the project was held on April 30, 2002 at the Dahl Elementary School Cafeteria. Attendees generally expressed support for the project although some residents expressed concern about traffic and parking.

Notices of the public hearing before the Planning Commission and City Council were published, posted on the City of San Jose web site and distributed to the owners and tenants of all properties located within 1,000 feet of the project site. Additionally, a Draft Mitigated Negative Declaration was mailed to all properties within 1,000 feet of the project site and posted on the City web site. Staff has been available to discuss the project with members of the public.

**ENVIRONMENTAL REVIEW**

The environmental impacts of this project were addressed in an Initial Study and Mitigated Negative Declaration. Based on the traffic study prepared for the rezoning, the Public Works Department staff has determined that the project conforms to the City's Transportation Level of Service Policy and that no mitigation is required. Technical reports were prepared assessing archaeological resources, on-site soil contamination and noise. Mitigation has been included in the project to ensure that the project does not

result in significant impacts in the areas of archaeological resources, soil contamination, water quality and noise. Based on these analyses and mitigation, the Negative Declaration concludes that the project will not result in a significant environmental impact.

## **GENERAL PLAN CONFORMANCE**

The proposed project conforms to the City of San José's adopted San José 2020 General Plan Land Use/Transportation Diagram. The subject property is designated *High Density Residential (25-50 DU/AC)*. Council approved this designation during the 2001 Fall Annual General Plan Review. The proposed density of 41 units per acre is consistent with the General Plan designation. Staff finds the proposal compatible with surrounding land uses and consistent with the City's Residential Design Guidelines (see analysis below). The project also furthers the goals and strategies of the General Plan for high-density, infill housing within the Urban Service Area proximate to transit facilities.

## **ANALYSIS**

The primary issue associated with this proposal is conformance with the Residential Design Guidelines.

### **Conformance with the Residential Design Guidelines (RDG)**

The Residential Design Guidelines for multi-family development focus on: 1) building design and structured parking; 2) pedestrian orientation and open space; and 3) setbacks.

#### **Building Design & Structured Parking**

The single-family attached townhomes mirror the new single-family detached homes on the east side of Wall Street. The units adjacent to Wall Street provide stoops and main pedestrian entrances on the public right of way. The proposed Spanish/Mediterranean architectural style complements the residential units in the surrounding neighborhood; however, an over-reliance on stucco as a building material is emerging in the neighborhood. Staff will work with the applicant at the Planned Development permit stage to increase the variety of proposed materials.

The proposed multi-family, four-story podium building is well articulated through the use of a variety of roof forms that address the street frontage and central interior plaza/common open space area. Architectural detailing includes cornices, window treatments, and balconies. The proposed buildings are designed in a manner that is sensitive to adjacent residential uses and are set back from adjacent single-family residential uses along the southern edge of the property in conformance with the RDG.

The podium extends five feet above grade and is well integrated with the building. The landscaped setback areas are sized to accommodate trees and will ensure that the podium is not highly visible from the street.

Parking is provided in conformance with the Residential Design Guidelines at the following ratios: 1.5 spaces per one-bedroom unit, 1.8 spaces per two-bedroom units and 2.0 spaces per three-bedroom units. Parking for the townhomes is provided in the form of two covered parking spaces per unit and 10 on-site guest spaces. Parking for the multi-family attached podium project includes 55 surface spaces and 221 garage spaces for a total of 276 spaces. Additionally, bicycle spaces at a ratio of one per every four units and motorcycle spaces at a ratio of one per every five units are provided in the garage. Although the subject property occupies a corner with street frontage on both Lewis Road and Wall Street, on-street parking was not counted towards the project's parking requirement.

### *Pedestrian Orientation & Landscaping*

The Residential Design Guidelines (RDG) specify that projects should include direct and attractive pedestrian access to nearby transit stops and stations, and that sidewalks and walkways should be wide and bordered by attractive landscaping. Additionally, the RDG stipulate that podium landscaping should be naturalistic and include earth-berms, mature trees and shrubs and decorative paving materials.

The rezoning proposes convenient pedestrian access to both Lewis Road and Wall Street from both the proposed townhomes and multi-family attached units. A series of three, wide, landscaped pedestrian walkways are proposed from Wall Street between the townhome units through to the multi-family units. Additionally, a sidewalk is provided along the eastern and southern edges of the building podium that provides access to Lewis Road.

Bus stops and access to several bus routes are located within walking distance of the project. At this time, sidewalks are discontinuous on both Lewis Road and Wall Street. Sidewalks do not exist on Wall Street along the project frontage and a major segment of the sidewalk is missing on the north side of Lewis Road between Wall Street and Monterey Road. The proposed project will be required to construct sidewalk along the project frontage where it does not currently exist and to replace uplifted or damaged sidewalk on the remainder of the project frontage.

The proposed landscaping on the podium incorporates sod lawn, groundcover, shrubs, palm trees, canopy trees, and accent trees to soften the podium. Staff will continue to work with the applicant at the Planned Development permit stage to ensure the proposed lush landscaping is retained and implemented.

### *Setbacks*

The Guidelines encourage reduced setbacks for higher density infill projects adjacent to streets in order to create a more urban neighborhood. Due to the nature of the site as a corner parcel, the proposed setbacks from both Lewis Road and Wall Street are reduced to encourage buildings closer to the streets. The townhomes are set back 16 feet from Wall Street and porches/decks area permitted to encroach up to 6 feet in the setback area and stairs to porches/decks are permitted to encroach an additional 5 feet. The multi-family podium building is set back 15 feet from Lewis Road which allows for a landscaped edge to soften the bulk of the building.

Light industrial uses are located to the west of the subject site. The building setback from the western is 15 feet which will provide adequate landscape area to serve as a buffer between the proposed project and these uses in conformance with the RDG.

The southern setback varies from a maximum of 72 feet adjacent to the single-family rear yard from the four-story multi-family podium project to a minimum of 27 feet from the two-story townhomes. The larger setback for the multi-family podium project conforms to the RDG and provides adequate distance to allow an open space and landscape buffer between the two residential uses.

For all of the above reasons, staff concludes that the proposed project is in substantial conformance with the Residential Design Guidelines and is compatible with adjacent uses.

### **Conclusion**

Based on the above analysis, staff concludes that the proposed project provides a significant opportunity to further important goals and strategies of the General Plan for transit-oriented, affordable and mixed income, high-density, infill development within the Urban Service Area, and that the project conforms to the

Residential Design Guidelines and is compatible with the surrounding neighborhood.

**RECOMMENDATION**

Planning staff recommends that the City Council approve the subject rezoning for the following reasons:

1. The proposed project is consistent with the San José 2020 General Plan Land Use/Transportation Diagram designation of High Density Residential (25-50 DU/AC).
2. The proposed project conforms to the Residential Design Guidelines.
3. The project furthers the goals and objectives of the City's infill housing strategies and will promote transit usage.
4. The proposed rezoning is compatible with existing and proposed uses on the adjacent and neighboring properties.

c: Roger Higdon, Creegan & D'Angelo, 1075 N. Tenth Street, Suite 100, San Jose, CA 95112

AA:ll/207-02